

SATURDAY, SEPTEMBER 11, 1975.

THE HARBOR IMPROVEMENTS.

There are some matters connected with the harbor improvements which the interests of the place require explained. The last appropriation is, as far as we can judge, being rapidly and economically worked out by the contractors, Messrs. Williams & Co., under the able supervision of Col. Duryea. There is, however, somewhere between five and six thousand dollars yet due from the previous years appropriation, which has not been worked out by the contractors, Messrs. Carlin, Stickney & Cram. This, in reality, should have been done before the work upon the present appropriation was commenced. It is claimed that there was not time enough to do this after the contract was let. This may be true, but it cannot be said that there has not been time to do it this season. The season is now rapidly coming to a close. The dredge which was at work here a portion of the season has been taken away. The present appearance would certainly indicate that it is highly probable that the work upon this contract will not be completed this season. This is certainly a matter in which the citizens of Cheboygan are deeply interested. There is enough due on this contract, together with the present one, to open out the channel sufficiently deep and wide to permit the entrance of any vessel not drawing more than thirteen feet of water. This completed this year, we can expect next year all the principal lines of boats traversing the lakes to stop here. If it is not finished this desirable event will be postponed another year. This would be a result very disastrous to the welfare of the place. The appropriations were secured with great trouble, and now when we have them it is no more than justice that they be worked out. The importance of this matter was fully exemplified last Tuesday. The Champlain, of the Northern Transportation Line, thought to try the experiment of coming in the channel, but after reaching Duncan and learning the exact condition of the channel, decided not to make the attempt. Had the unexpended portion of last year's appropriation been worked out the channel would at the present time be in a condition that there would be very little, if any, danger in this line of boats making regular stops at this port. There may be some good reason for the delay in prosecuting this work. We do not think the fact of the contractors having larger contracts elsewhere a sufficient reason why this work should be neglected when this neglect effect not only the present but the future prospects of the place. The importance of having every dollar of the appropriations already made as judiciously and rapidly expended as is consistent with economy, cannot be too highly estimated. We do not know just where the fault lies, but we do know that something ought to be done to secure the finishing up of the work this year.

THE RESULTS.

That the results of the late visit of a few of the gentlemen composing in part the state government, with other prominent men from different portions of the state, will result in much good to this section of the state we have not the least doubt. That their time was so limited that they could not have seen more of the country and become acquainted with more of the people is regretted by all, still they departed after their brief visit with much different ideas of Cheboygan, its resources and future prospects than when they came. This change cannot but have its effects should the time ever come when this country needs anything at the hands of the Legislature. Had the knowledge of this country been more general, the development would have been much more rapid.

A year ago the leading men of the Upper Peninsula invited the state officers and members of the Legislature to visit that country. They did so, and were surprised with the condition of things they found there. This visit was productive of much good. The visit was again repeated this year, and no doubt with equally good results. The portion which came here was few compared with those who visited the Upper Peninsula. The only great mistake that the party made was in going to their destination through Wisconsin. There is almost as great a want of knowledge among our leading men in regard to the northern portion of the state, as in regard to the Northern Peninsula, and the time of the members of the excursion could have been spent more profitably to themselves and to the state, of whose interests they are the custodians, in passing through and examining their own state, than in going through any other. We are in hopes that the visit of a few of them to this place will change the route in favor of this state should there be another excursion next year. We trust that there will be, for there has heretofore been far too little intercourse between the two sections of the state, and increase of knowledge and friendly feeling will largely enhance the prosperity of both.

THE NORTHERN PENINSULAR LAND GRANT.

In another column we give an editorial from the Detroit Post concerning the prospective Mackinaw and Marquette Railroad, presenting the advantages which would accrue to the state at large from the building of the road. While it presents most of these advantages clearly and tersely, it fails to mention one important matter, and that is the value of the lands composing this grant for farming purposes. The land is not only valuable for its timber, but when this is disposed of there remains one of the best wheat and hay producing countries in the state. Even much further north than this land grant around Sault Ste. Marie, much of the land is being improved, and already there are many fine farms. With the railroad built, many years would not elapse before the tide of emigration would turn in this direction, and the lands of the company become extremely valuable for agricultural purposes.

MACKINAW AND MARQUETTE.

From Detroit Post.

Unfortunately a doubt is expressed whether certain parties who have been negotiating with a view to making a contract for building the proposed Mackinaw and Marquette Railroad, on the conditions attached to the state grant of lands, will succeed in offering the state a satisfactory contract within the time allowed. As some of that time yet remains, however, it is to be hoped, and it may still be considered probable, perhaps, that a satisfactory proposition will be made. This is to be hoped, because it is important for the best interests of the state, and of this city also, that a contract be made and the work be begun immediately. To the state the matter is of very serious importance. To the Lower Peninsula it is more important than to the Upper Peninsula. The Upper Peninsula already has a railroad outlet; we may fairly say a sufficient one for its pressing necessities, though not enough for its full development, or for its highest convenience. But that outlet leads all the way to the Upper Peninsula to Wisconsin and Illinois, to Milwaukee and Chicago, and away from Michigan. Therefore that outlet is a constant loss to the Lower Peninsula. Therefore the Lower Peninsula needs the early completion of the proposed Mackinaw and Marquette Road, in order to save itself the now diverted commerce of the northern half of the state; and also in order to bind the two halves of the state together politically, as well as commercially. As a matter of state policy, the question of this railroad is at present the most important and vital question of Michigan politics. It is a question touching the continued unity of the state, as well as the development of the richest half of the state by natural endowment.

Of the final building of this road there is no doubt. The land grant is of undeniably great value prospectively, that is, the moment the road is built so as to bring the lands within reach and use. Without the road the lands are not valuable, being out of reach. With it they will have a large and immediate value. Much of the lands are heavily timbered with timber that will be marketable at cash prices the moment the road is opened. For every scrap of timber so situated that it can be converted into charcoal, for making charcoal iron, or be used for props for mining, has a cash market ready and waiting for it in the mining regions. The opening of this road will instantly stimulate a revival of the great charcoal iron interest of the Upper Peninsula. It will, doubtless, cause the speedy construction of blast furnaces, as well as of charcoal pits, all along its line and down some distance in the Lower Peninsula. Besides, it will open to the farmers of the Lower Peninsula a new, large, profitable and reliable market for their surplus produce.

The road, when built, is, therefore, one of considerable immediate traffic, and one whose growth will certainly not only be rapid, but enduring. It will be more than a century before the mines of the Upper Peninsula are developed to their full extent—a century of extraordinary growth, too. Therefore this road can count upon a sure, steady, rapid, and permanent increase of traffic. Whether its opening traffic will pay, if opened while the mineral interests are suffering from its present depression, appears to be the question which causes the present hesitation among capitalists. Yet, to insure possession of a rich and prosperous future, it is necessary to take the field before any rival gets possession; and the land grant is itself so valuable, when opened to market, as to guaranty any company against loss, even if the depression should continue a long time, as it will not. We have a right to hope, then, that, if capitalists will take the trouble to carefully examine the land grants, and the prospects of the proposed line, they will be so convinced of the advantages of the investment as to hesitate no longer.

CEDAR POST PAYMENTS.

The Chicago Tribune states that one of the most important practical topics for the citizens of that city to consider is relative to its street pavements. For years past Chicago has been using the wood pavements, the material used being pine blocks. With the heavy usage given the streets in Chicago, together with the rapidity with which they decay, the block pavements last only a few years, and the city is now under the necessity of not only building new pavements, but also to a large extent replace old ones. The question has arisen, is there no better material for this purpose than the pine blocks heretofore used? This is eliciting much discussion and investigation, and the merits of cedar posts seems to be attracting considerable attention. The Tribune has ascertained that the Detroit Board of Public Works have used the round cedar blocks for the past four years, and have laid them on twenty different streets this year. No other blocks are now used at Detroit, and no pine whatever. The cedar posts have been found to be much more durable, and the experience of Detroit thus far would indicate that they last about twice as long as the pine blocks. The reason for this is that the decay of the wooden pavements is due more to the rotting of the wood than to the ordinary wear and tear of travel, and it is notorious that cedar lasts longer under ground than any other soft wood. It has been noticed in the worn pavements which have been taken up that the wood has rotted to a degree that it may be scooped out like mud after being down a few years. This would scarcely occur with cedar. As to the wear and tear, it is believed that the roundness of the cedar blocks would enable them to bear the pressure against the edges better than the square pine blocks. An objection urged against the cedar at one time was that it would emit an offensive odor; but the experience in Detroit has proved the contrary. There is no odor whatever. A great many of the cedar posts used upon the Detroit streets have been shipped from Cheboygan, and the advantages over the pine blocks, which their use has already demonstrated, will no doubt make the

cedar post business a most important industry in this section of the state. The amount of street paving that must be done in Chicago within the next year or two will no doubt make a large demand for this material in that city. There is no doubt about the superiority of cedar over pine, and every circumstance points to a large future demand for it for this purpose.

Within the radius of country tributary to Cheboygan there is an immense amount of cedar, and should the market in Chicago and other points open up for it as we anticipate that it will, cedar posts will soon become one of the great resources of this country, and the getting them out one of its chief industries.

FROST AREAS.

The Ludington Appeal is informed by farmers of that county that large fields of corn, buckwheat and potatoes are being plowed up in consequence of having been killed by the frost. There have been large frost areas in other sections of the state, and through other states, but perhaps with not as disastrous results as in Mason county. In Cheboygan, on this section of the state, nothing was injured at all by the frost. This may seem strange to those who live further south and who labor under the delusion that frost must necessarily come here first and with more injurious effects, simply because it is further north. This is a mistaken idea. The instance given is a most exception. It is of so common occurrence that it is almost universal. We are not troubled with early frosts in this part of the state. We do not pretend to give the cause of this exemption, any more than it is supposed to be from the effects of the waters of the lakes which so nearly surround us. Last year the Autumn frosts did not occur to do any injury until about two weeks later than in the southern part of the state. This exemption, of course, permits the crops to ripen to an extent which would otherwise be impossible. This freedom, from early frosts, is of uncounted benefit to this country.

EDITORIAL NOTES.

SOME California capitalists are organizing a "national telegraph company" which proposes to transmit dispatches of ten words within 250 miles for from 10 to 25 cents, and its highest charge will be \$1 for 1,000 miles or over. If this enterprise does not get devoured by that voracious monopoly, the Western Union line, it may be able to compel a great reduction in telegraph rates.

THOMAS H. BENTON, one of the great pillars of the Democratic party, was constant in his advocacy of hard money. He bears this testimony against an irredeemable paper currency: It tends to aggregate the inequality of fortunes; to make the rich richer and the poor poorer; to multiply nabobs and paupers, and to deepen and widen the gulf which separates Dives from Lazarus.

THE charge that the Democracy of the South is in favor of inflation is pretty well met by Charles Nordhoff, a Republican who has taken a great deal of pains to familiarize himself with the condition and sentiment of the South. Mr. Nordhoff says that there is a strong hard currency element in the Democratic party in North Carolina, and that he believes the prevailing sentiment of the Southern Democracy is in favor of specie payments.

A GREAT hue and cry came from the Boston nabobs about Collector Simmons. The Boston Advertiser, that kicked up the principal nabobbery about the matter says that "the system adopted by Collector Simmons has won golden opinions, not only at home but at Washington, and that Secretary Bristow, in an autograph letter, announces his intention to send two commissioners to Boston for the purpose of investigating its details, and subsequently patterning other custom-houses after this fashion."

THE condition of the Bank of California turns out like the failures of Jay Cooke, Duncan, Sherman & Co. and other financial kite-flyers, to be far worse than at first supposed. It is extremely doubtful whether the assets of the bank will be sufficient to even pay its depositors in full. If our financial bal-natics could succeed in their efforts to secure a permanent irredeemable currency greatly increased from its present volume the country might reasonably expect a constant repetition of similar financial shocks to those given its business interests by the above failures—all brought about by reckless, wild speculations.

THE liquor-dealers in Detroit are not all happy under the new tax law. They wanted a tax which did not check their business—a tax like the wet day which the lazy boy admitted: "too rainy to work, but just rainy enough to go a-fishing." It is not so pleasant or profitable fishing for toppers under the new law as they expected. No less than 18 saloon-keepers in that city have applied to the common council for the revocation of their licenses and the return of their money on the portion of the year not expired. One of the liquor-dealers at Sparta, Kent county, has been fined \$75 for refusing to give the bonds required by law.

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